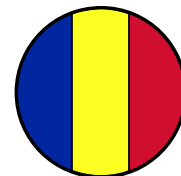




# TRADOC SAFETY NEWSLETTER



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## SAFETY'S ROLE IN AMERICA'S NEW WAR

Now is the time for safety to take an in-depth look at emergency action plans at your installation. Planning for emergencies can limit injuries and damage to equipment, buildings, and materials due to fires, explosions, chemicals, vandalism, natural disaster, and terrorism.

When reviewing emergency action plans, see if the plan contains:

- Chain of command--listing names and titles of personnel responsible for making decisions.
- Ensure safety assessment of the degree of risk to life and property is accomplished.
- Facility or building has evacuation procedures, including a designated meeting site outside the facility or building, and a process to account for all personnel after evacuation. Ensure procedures are in place for handicapped personnel to be evacuated.
- Specific instructions for shutting down equipment and critical operations.
- Personnel who are responsible for shutting down critical equipment and operations before they evacuate the facility have training and specific procedures.
- First responders have received required training and practice.
- Reporting procedures are in place.

Written emergency action plans are great, but must be exercised at least annually otherwise you have no way of knowing if the plan actually works.

(POC: Denise Watson, DSN 680-5904)



## WINTER, YOUR CAR, AND YOU BE PREPARED!

Driving in the winter means snow, sleet, and ice that can lead to slower traffic, hazardous road conditions, hot tempers and unforeseen dangers. To help you make it safely through winter, here are some suggestions from the National Safety Council to make sure that you and your vehicle are prepared.



## **Weather**

At any temperature -- 20 degrees Fahrenheit below zero or 90 degrees Fahrenheit above -- weather affects road and driving conditions and can pose serious problems.

It is important to listen to forecasts on radio, TV, cable weather channel, or forecasts in the daily papers.

## **Your Car**

Prepare your car for winter. Start with a checkup that includes:

- Checking the ignition, brake system, wiring, hoses, and fan belts.
- Changing and adjusting the spark plugs.
- Checking the air, fuel and emission filters, and the PCV valve.
- Inspecting the distributor.
- Checking the battery.
- Checking the tires for air, sidewall wear and tread depth.

Your car should have a tune-up every 12,000 to 15,000 miles or lower to ensure better gas mileage, quicker starts and faster response on pick-up and passing power.

## **Necessary Equipment**

An emergency situation on the road can arise at any time and you must be prepared. Following the tune-up, a full tank of gas, and fresh anti-freeze, your trunk should carry:

- A properly inflated spare tire, wheel wrench and tripod-type jack
- A shovel
- Jumper cables
- Tow and tire chains
- A bag of salt or cat litter
- Tool kit

## **Essential Supplies**

You must be prepared with a "survival kit" that should always remain in the car, be replenished after use, and contain the following:

- Working flashlight and extra batteries
- Flares, reflective triangles and brightly-colored cloth
- Compass
- First aid kit
- Exterior windshield cleaner
- Ice scraper and snow brush
- Wooden stick matches in a waterproof container
- Scissors and string/cord

- Non-perishable, high-energy foods like unsalted canned nuts, dried fruits, and hard candy.

In addition, if you are driving long distances under cold, snowy, and icy conditions, you should also carry supplies to keep you warm such as:

- Heavy woolen mittens, socks, cap, blankets
- Newspapers to wrap around your torso and feet, and large plastic leaf bags you can cut holes in for your head and arms

### **If You Become Stranded:**

- Do not leave your car unless you know exactly where you are, how far it is to possible help, and are certain you will improve your situation.
- To attract attention, light two flares and place one at each end of the car a safe distance away. Hang a brightly colored cloth from your antenna.
- If you are sure the car's exhaust pipe is not blocked, run the engine and heater for about 10 minutes every hour or so depending upon the amount of gas in the tank.
- To protect yourself from frostbite and hypothermia, use the woolen items, blanket, newspapers, and large bags to keep warm.
- Keep at least one window open slightly. Heavy snow and ice can seal a car shut.
- Eat a hard candy to keep your mouth moist.

(POC: Michael Brown, DSN 680-5908)

## **CARBON MONOXIDE (CO)**

Carbon Monoxide (CO) is the leading cause of accidental poisoning in the United States as stated in the Journal of the American Medical Association. The National Safety Council estimates that 1,000 people die every year due to carbon monoxide poisoning. CO binds to hemoglobin with an affinity 200-250 times greater than that of oxygen. CO replaces oxygen eventually causing suffocation.

Carbon monoxide results from incomplete burning of carbon fuels. Sources of CO are portable space heaters, gasoline engines, and gas appliances. **Never sleep with a portable gas/kerosene heater on inside any enclosure.** According to the Center of Disease Control fuel burning equipment such as camping stove, camping heater, lanterns, charcoal grills, and gas operated tools should never be used inside a tent, camper, houseboats, or other enclosed shelter. Opening tent flaps, doors, or windows is insufficient to prevent build up of CO concentration from these devices.

AR 420-90, Fire and Emergency Services, Chapter 6-3b, states “Portable gas or liquid fuel space heaters are prohibited in family quarters or where personnel sleep (including tents).”

(POC: Denise Watson, DSN 680-5904)



## HALLOWEEN SAFETY

Halloween is a cherished tradition but the excitement of the night can cause children to forget to be careful. There is no real "trick" to making Halloween a real treat for the entire family. The major dangers are not from witches or spirits but rather from falls and pedestrian/car crashes. Many communities officially designate a "Beggars' Night" and assign specific hours for trick-or-treat activities. Both children and adults need to think about safety on this annual day of make-believe.

### Motorists

- Watch for children darting out from between parked cars
- Watch for children walking on roadways, medians and curbs.
- Enter and exit driveways and alleys carefully.
- At twilight and later in the evening, watch for children in dark clothing.

### Parents

Before children start out on their "trick or treat" rounds, parents should:

- Make sure that an adult or an older responsible youth will be supervising the outing for children under age 12.
- Plan and discuss the route trick-or-treaters intend to follow. Know the names of older children's companions.
- Instruct your children to travel only in familiar areas and along an established route.
- Teach your children to stop only at houses or apartment buildings that are well-lit and never to enter a stranger's home.
- Establish a return time.
- Tell your youngsters not to eat any treat until they return home.
- Review all appropriate trick-or-treat safety precautions, including pedestrian/traffic safety rules.
- Pin a slip of paper with the child's name, address, and phone number inside a pocket in case the youngster gets separated from the group.

### **Costume design**

- Only fire-retardant materials should be used for costumes.
- Costumes should be loose so warm clothes can be worn underneath.
- Costumes should not be so long that they are a tripping hazard. (Falls are the leading cause of unintentional injuries on Halloween.)
- If children are allowed out after dark, outfits should be made with light colored materials. Strips of retroreflective tape should be used to make children visible.

### **Face Design**

- Masks can obstruct a child's vision. Use facial make-up instead.
- When buying special Halloween makeup, check for packages containing ingredients that are labeled "Made with U.S. Approved Color Additives," "Laboratory Tested," Meets Federal Standards for Cosmetics," or "Non-Toxic." Follow manufacturer's instruction for application.
- If masks are worn, they should have nose and mouth openings and large eye holes.

### **Accessories**

- Knives, swords and other accessories should be made from cardboard or flexible materials. Do not allow children to carry sharp objects.
- Bags or sacks carried by youngsters should be light-colored or trimmed with retro-reflective tape if children are allowed out after dark.
- Carrying flashlights will help children see better and be seen more clearly.

### **On the way**

Children should understand and follow these rules:

- Do not enter homes or apartments without adult supervision.
- Walk, do not run, from house to house. Do not cross yards and lawns where unseen objects or the uneven terrain can present tripping hazards.
- Walk on sidewalks, not in the street.
- Walk on the left side of the road, facing traffic if there are no sidewalks.

### **Treats**

To ensure a safe trick-or-treat outing, parents are urged to:

- Give children an early meal before going out.
- Insist that treats be brought home for inspection before anything is eaten.
- Wash fruit and slice into small pieces.
- When in doubt, throw it out.

(POC: Michael Brown, DSN 680-5908)

## **Where Are You Going?**

Eight more hours, I kept thinking! Eight more hours! It seems as if it was eternal. Restlessness and signs of impatience slowly creep through my body. The big day has finally arrived. Payday was yesterday, plenty of money, and a brand new car. You see, I'm

heading home for the holiday. It's time to have fun and blow off some steam. Whether you are a soldier or civilian, we've all been there. But, only one thing, "we are the lucky ones that survived."

Now, let me tell you how it started. We had three more days before the end of the field training exercise (FTX) and everything was going great. Twenty-seven long days sleeping under the stars, and at last, it was time to pack up and head home. My platoon sergeant called the squad together and started telling us how great we performed our task. Then, the word came down; the field training has been extended for three more days. Thirty long days and nights! Then it dawned on me that I'm scheduled to pull company's charge of quarters (CQ) the next day after coming from the field. From that time forward, everything started to go downward.

We finally arrived back to garrison after the three days passed, then I thought, "Well, I will have at least one evening of rest before pulling my duty." Boy-- How wrong was I! Someone had misplaced his weapon and we were placed on lockdown. No one was allowed to go home or sleep until that weapon was recovered and you know what happened? You guessed it; there went my free night of rest. Five hours later, the armor realized that he made a mistake on his inventory. About that time, I became furious. Only a couple of hours to get sleep before it's time to go to work. Tomorrow, we have to clean weapons, wash vehicles, clean TA-50, and I have to report for CQ briefing at 1600 hrs. I thought to myself, well, maybe the sergeant will let me get some sleep tonight on duty. Boy, I was wrong! There were eight more hours before it was time for me to go off duty. Soldiers going out and coming in from having a good time kept me awake all night. That did not matter. All that counted was that in eight hours, I was going home; home to my family and to party. The moment came; I dashed to my room, threw my bags in the car, and sped out the gate. I looked out my rearview mirror. Finally, on my way! Music blaring, the thought of partying on my mind, nine hours to my destination, and I said to myself, "I can handle it, I can drive these nine hours with no problems." Man! I was wrong.

The big "F" word set in. "I'm talking about fatigue." When fatigue hits you, it hits like a ton of bricks. I kept telling myself I can make it, thinking about all the partying I'm going to do when I get there, and that's when it happened, "the unthinkable." I was crossing the Mississippi River Bridge and zoned out. It's a type of experience that you can never imagine. There I was, driving in my sleep. Then all of a sudden I woke up, panicked, stopped on the middle of the bridge with traffic backed up, and I haven't been the same since. How did I get there? When did I get there? You see, I was lucky because it could have been worse. As of this day, every time I cross a bridge, I live that nightmare over and over again, all because I didn't take the time to get some rest before starting out on my trip. The majority of the time, when it comes to crossing a high bridge, I take an alternate route.

Now, let us talk about Fatigue. "***Driver fatigue and inattention.***" -- NHTSA data indicate that in recent years there have been about 56,000 crashes annually in which driver drowsiness/fatigue was cited by police. An annual average of roughly 40,000 nonfatal injuries and 1,550 fatalities result from these crashes. It is widely recognized that these statistics under report the extent of these types of crashes. These statistics also do not deal with crashes caused by driver inattention, which is believed to be a larger problem.

Below are some misconceptions of fatigue:

- **Coffee overcomes the effects of drowsiness while driving.**
- **I can tell when I'm going to fall asleep.**
- **I'm a safe driver so it doesn't matter if I am sleepy.**
- **I can't take naps.**
- **I get plenty of sleep.**
- **Being sleepy makes you misperceive things.**

**Coffee overcomes the effects of drowsiness while driving.**

**False**

Stimulants are no substitute for sleep. Drinks containing caffeine, such as coffee or cola can help you feel more alert, but the effects last only a short time. You are still likely to have "micro-sleeps," brief lapses that last 4 to 5 seconds.

**I can tell when I'm going to fall asleep.**

**False**

If you are like most people, you believe you can control your sleep. In a test, nearly 80% of people said they could predict when they were about to fall asleep. They were wrong. The truth is, sleep is not voluntary. When you're drowsy, you can fall asleep and not even know it.

**I'm a safe driver so it doesn't matter if I am sleepy.**

**False**

The only safe driver is an alert driver. Even the safest drivers can use poor judgment when they're sleepy.

**I can't take naps.**

**False**

Scientific tests show that naps can help promote alertness. If you think you can't nap, pull over and relax for 15 minutes anyway. You may be surprised at how easily you fall asleep once you give yourself a chance.

**I get plenty of sleep.**

**False**

The average person needs 7 to 8 hours of sleep a night. If you don't get this amount, then you probably don't get enough sleep and you may be building up a sleep debt. Ask yourself, "Do I feel rested?"

**Being sleepy makes you misperceive things.**

**True**

Have you ever driven at night and seen something you thought was an animal, but it turned out to be a paper bag or leaf blowing across the road? That's only one of the many ways sleepy drivers misjudge their surroundings.

The next time you go on a holiday or weekend trip, take the time to get plenty of rest before going out on the road. "That rest can be a lifesaver for you and the other drivers."

(POC: Michael Brown, DSN 680-5908)

## **IMPORTANT DATES**

### **SAFETY PROGRAM EVALUATION SCHEDULE**

29 Oct/2 Nov 01	Fort Huachuca
05 - 09 Nov 01	Fort Bliss
26 - 30 Nov 01	Fort Leonard Wood
03 - 07 Dec 01	Fort Monroe
10 - 14 Dec 01	Carlisle Barracks
07 - 11 Jan 02	Fort Eustis
14 - 18 Jan 02	OMMCS (Redstone)
04 - 08 Feb 02	Cadet Command
11 - 15 Feb 02	Ordnance Center/APG
25 Feb/1 Mar 02	Fort Benning
11 - 15 Mar 02	Fort Gordon
25 - 29 Mar 02	Fort Ord/DLI
08 - 12 Apr 02	Fort Jackson and SSI
22 - 26 Apr 02	Fort Rucker
06 - 10 May 02	Fort Lee
10 - 14 Jun 02	Fort Leavenworth
17 - 21 Jun 02	Fort Sill

### **RANGE SAFETY COURSE SCHEDULE**

<b>DATE</b>	<b>LEVEL</b>	<b>LOCATION</b>
22-26 Oct 01	II	Grafenwöhr, GE/USAREUR
X-X Feb 02	II	MCB, Camp Lejeune, NC
29 Apr-1 May 02	I	Fort Rucker, AL/USASC
X-X Jun 02	II	MCB, Quantico, VA/USMC
X-X Jul 02	II	MCB, Pendleton, CA/USMC
19-23 Aug 02	II	Fort Rucker, AL

  
GEORGE W. MORGAN  
Director, TRADOC Safety Office